

Message Text

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ORIGIN EB-08

INFO OCT-01 AF-10 EUR-12 IO-13 ISO-00 SSO-00 SS-15
INRE-00 PRS-01 USIE-00 H-01 FAA-00 DOTE-00 SCS-06
HA-05 L-03 CIAE-00 INR-07 NSAE-00 /082 R

DRAFTED BY EB/TCA/AVP:JMROBERTS:AF/C:WLSWING:GJB
APPROVED BY AF:WCHARROP
EB/OA/AVP:AJWHITE (SUBS)
FAA/AIA:TCRAWFORD (PHONE)
AF/C:TDOUBLEDAY

-----111215 210213Z /62

O R 210111Z DEC 77
FM SECSTATE WASHDC
TO AMEMBASSY ROME IMMEDIATE
INFO AMEMBASSY GABORONE
AMCONSUL JOHANNESBURG
AMEMBASSY LIBREVILLE
AMEMBASSY PRETORIA
AMEMBASSY LISBON
USMISSION USUN NEW YORK

C O N F I D E N T I A L STATE 303616

E.O. 11652: GDS

TAGS: EAIR, AO

SUBJECT: US REGISTERED AIRCRAFT FORCED DOWN IN ANGOLA

REF: JCS 152323Z DEC 77 (REPEATING USDAO LONDON 151611Z
DEC 77)

1. REFTEL AND CONGRESSMAN DALE MILFORD'S INQUIRY HAVE
BROUGHT TO DEPARTMENT'S ATTENTION THAT A PRIVATE AIRCRAFT
OWNED BY ONE OF CONGRESSMAN'S CONSTITUENTS, DR. BERT
LISLE OF LISLE AIRCRAFT COMPANY, DALLAS, TEXAS, WAS
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APPARENTLY INTERCEPTED BY TWO MIGS ON DECEMBER 13 AND
FORCED TO LAND AT LUANDA, ANGOLA. (MILFORD'S OFFICE HAD NO
INDICATION THAT OWNERSHIP OF PLANE EXTENDS BEYOND LISLE.)
2. PLANE WAS REPORTEDLY EN ROUTE FROM JOHANNESBURG VIA
BOTSWANA AND NAMIBIA TO LIBREVILLE, AND ULTIMATELY TO THE
U.S. FOR DELIVERY TO OWNER, WHO HAD JUST PURCHASED IT.

3. CONGRESSIONAL OFFICE STATED THAT PILOT WAS A SOUTH AFRICAN NATIONAL.

4. AIRCRAFT IS A ROCKWELL TURBO COMMANDER OR AERO-COMMANDER 690, US REGISTRATION (TAIL NUMBER) EITHER 9101N OR 9110N.

5. ACCORDING TO FAA RECORDS, ANGOLA ALLOWS US-REGISTERED CIVILIAN AIRCRAFT TO OVERFLY ANGOLA ON PUBLISHED AIRWAYS. PERMISSION TO OVERFLY MUST BE REQUESTED AT LEAST 48 HOURS IN ADVANCE, AND MUST BE RECEIVED BEFORE OVERFLIGHT CAN TAKE PLACE. (COMMENT: SINCE DATA WHICH MUST BE INCLUDED IN REQUEST INCLUDES NATIONALITY OF CREW, IT IS CONCEIVABLE ANGOLANS INTERCEPTED PLANE BECAUSE THEY KNEW PILOT WAS SOUTH AFRICAN.) CONGRESSIONAL OFFICE REPORTS THAT OWNER HAS REASON TO BELIEVE AIRCRAFT WAS OVER INTERNATIONAL WATERS WHEN INTERCEPTED.

FYI: TO DEPARTMENT'S KNOWLEDGE, THIS IS FIRST US-REGISTRY AIRCRAFT WHICH HAS RUN AFOUL OF ANGOLAN LAWS SINCE FEB. 1976. IN THAT INSTANCE PLANE GOT OFF COURSE AND, RUNNING OUT OF FUEL, LANDED IN REMOTE NORTHWEST CORNER OF ANGOLA IN AREA MPLA HAD JUST RECAPTURED. INTERNATIONAL RED CROSS SECURED RELEASE OF CREW AND EVENTUALLY OF PLANE. END FYI.

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6. SUBSEQUENT TO CONGRESSIONAL INQUIRY AGENCE FRANCE PRESSE REPORTED AS FOLLOWS:
"A SOUTH AFRICAN AIRCRAFT WHICH VIOLATED ANGOLAN AIRSPACE EN ROUTE TO GABON WAS INTERCEPTED AND FORCED TO LAND HERE LAST TUESDAY, THE ANGOLAN NEWS AGENCY ANGOP REPORTED TODAY.

IT ADDED THAT THE PLANE, A TWIN-ENGINE ROCKWELL 681 AND ITS LONE PILOT PATRICK HEWARTSON A SOUTH AFRICAN TOOK OFF FROM NEIGHBORING NAMIBIA (SOUTH-WEST AFRICA).

ANGOP SAID THAT THE AIRCRAFT WAS NOT EQUIPPED WITH THE PRESCRIBED NAVIGATION INSTRUMENTS AND ADDED THAT, IN THE VIEW OF THE ANGOLAN GOVERNMENT, THE PILOT AND OWNER OF THE PLANE BORE FULL RESPONSIBILITY FOR THE INCIDENT."

7. ACTION REQUESTED: GIVEN ABSENCE OF RELATIONS, IMPRECISE INFORMATION AS TO FACTS CONCERNING POSSIBLE VIOLATION OF ANGOLAN AIRSPACE, AND THE POSSIBILITY THAT PILOT MAY INDEED BE SOUTH AFRICAN NATIONAL, WE ARE RELUCTANT TO APPROACH ANGOLANS DIRECTLY. HOWEVER, IN VIEW OF AMERICAN REGISTRY AND OWNERSHIP OF

AIRCRAFT AND CONGRESSIONAL INTEREST, REQUEST EMBASSY BRING
PROBLEM OF AIRCRAFT TO ATTENTION OF ITALIAN MFA AND ASK
THAT ITALIAN EMBASSY IN LUANDA, AT ITS DISCRETION, APPROACH
ANGOLAN AUTHORITIES IN OUR BEHALF TO DETERMINE:

-- THE WHEREABOUTS AND DISPOSITION OF THE AIRCRAFT AND
PILOT;
-- NATIONALITY OF PILOT AND CREW MEMBERS OR
PASSENGERS;

-- WHY THE PLANE WAS FORCED DOWN;

-- ITS POSITION WHEN INTERCEPTED;

-- AND WHEN CREW AND AIRCRAFT WILL BE RELEASED.
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IF IT DEVELOPS THAT PILOT IS IN FACT SOUTH AFRICAN
ITALIAN EMBASSY SHOULD UNDERLINE THAT OUR CONCERN IN THE
MATTER HAS TO DO WITH AMERICAN REGISTRY OF AIRCRAFT AND
WITH FACT THAT PILOT AND ANY CREW, WHATEVER THE
NATIONALITY, WERE IN SERVICE OF AN AMERICAN AT TIME OF
INTERCEPTION.

8. REFTEL BEING REPEATED TO ADDRESSEES. VANCE

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NNN

Message Attributes

Automatic Decaptioning: X
Capture Date: 01-Jan-1994 12:00:00 am
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: AIRCRAFT
Control Number: n/a
Copy: SINGLE
Sent Date: 21-Dec-1977 12:00:00 am
Decaption Date: 01-Jan-1960 12:00:00 am
Decaption Note:
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 22 May 2009
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
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Drafter: JMROBERTS:AF/C:WLSWING:GJB
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Executive Order: GS
Errors: N/A
Expiration:
Film Number: D770474-1155
Format: TEL
From: STATE
Handling Restrictions: n/a
Image Path:
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Legacy Key: link1977/newtext/t19771231/aaaaaznu.tel
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Litigation Codes:
Litigation History:
Locator: TEXT ON-LINE, ON MICROFILM
Message ID: dd2116ff-c188-dd11-92da-001cc4696bcc
Office: ORIGIN EB
Original Classification: CONFIDENTIAL
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Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
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Previous Handling Restrictions: n/a
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Review Event:
Review Exemptions: n/a
Review Media Identifier:
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
SAS ID: 157524
Secure: OPEN
Status: NATIVE
Subject: US REGISTERED AIRCRAFT FORCED DOWN IN ANGOLA
TAGS: EAIR, AO
To: ROME
Type: TE
vdkgvwkey: odbc://SAS/SAS.dbo.SAS_Docs/dd2116ff-c188-dd11-92da-001cc4696bcc
Review Markings:
Margaret P. Grafeld
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